



Date: April 10, 2018

To: Urban Village Development Commission

CC: David Avenell, Polygon

From: Lucy Sloman, DSD Land Development Manager
Michelle Wright, DSD Engineer

Subject: Briefing Response Memo for Westridge North Single-family Plat
PP17-00001 | PRJ17-00016

Attachments:

1. Public Comment letters/emails received after the Staff Report was issued.

In response to the Urban Village Development Commission's and the public's questions and comments at the March 20, 2018's Public Hearing (part 1), as well as comments received by Staff after the Staff Report was issued, Staff is providing the following information and responses:

Introduction:

A major element of the proposed preliminary plat application is to turn High St into a linear park and promenade. This single element of the application has generated a sizeable number of questions and comments. As such, there will be a significant portion of this memo addressing this one element of the application.

The applicant has provided a conceptual design to help staff, commissioners, and the public evaluate those questions. And yet, the commissioners and public want to ensure that converting High St is worth the change and is a good use of public resources. The following briefly summarizes some of the key positive outcomes of converting High St:

1. Contribute a large non-motorized segment (about a 1/4 mile) of a mostly off-street trail loop west of 9th Ave. A map was provided on Page 26 of the March 9 Staff Report.
2. Provide the only public, easily accessible Issaquah Highlands overlook across the valley to Lake Sammamish
3. Create a linear park on the edge of Issaquah Highlands. While the trail will be a big component of the space, by removing 1/3 to 1/2 the road surface, a significant area will be available for grass, plantings, and activities. Staff estimated at least 31,000 sq.ft., almost 3/4 of an acre.
4. Grab an opportunity to add open space in an area of Issaquah Highlands which residents and the City in the soon to be released Parks Strategic Plan have identified the need for more

public, shared space. Though it will not be a traditional park, it can accommodate some park and recreational functions.

There have been some concerns voiced regarding how this will look and feel; will it just feel like road? Below, under Responses, staff discuss some of the specific questions raised. In addition, to conjure what the conversion of road to a linear park might be like, consider the following:

- A levy built to keep flood waters out, laced with railroad sidings connecting to dilapidated piers.
- An elevated, abandoned railroad track that runs almost 1.5 miles through an old warehouse district.

These are just two examples of linear parks built in other US cities in the last 10 or so years, using well-positioned industrial lands, to meet unmet neighborhood needs, and which have become valued elements of their communities. The first is Crescent Park in New Orleans; photos are below under Responses to Question #3. The second is the High Line, in New York City. The reuse of the elevated railroad tracks as a park as an open space recreational opportunity has been transformative. Millions of visitors and New Yorkers visit each year due to the beauty and range of activities. The High Line is different than the High St linear park, if for nothing else than it is not built of asphalt, but it gives some ideas of how the area along the trail could be used and the conversion of a transportation element to one that is park-like. The following are snapshots of a variety of elements from the High Line.

Views along the trail: narrow, wide, open, enclosed



Benches and seating: looking out, looking in, tucked away, facing passersbys, fixed, movable



Activities and furniture, in order: fountain, grass, performance seats, grove of trees, water



What this also demonstrates is the wide variety of people using it in many different ways: parents playing with children, teens talking with their friends, jogging dad pushing a stroller, young adults enjoying the view, senior citizens walking their daily loop, a high school or college student doing homework, a middle-aged person reading a book in the sun, a baby playing in the water, a family snacking in the shade. The High Line may not provide an exact parallel for the appropriate collection of activities for High St but it does represent the unique opportunity and how many needs can be accommodated even in a narrow space.

Responses:Definitions:

ASDP: Administrative Site Development Permit
 DSD: Issaquah Development Services Department
 EF&R: Eastside Fire & Rescue
 IHCA: Issaquah Highlands Community Association
 IHDA: Issaquah Highlands Development Agreement
 IPD: Issaquah Police Department
 PWE: Issaquah Public Works Engineering Department
 UVDC: Urban Village Development Commission
 WHP: West Highlands Park

1. High Street, do not allow conversion:

Reject the proposal, focus on the community. This isn't fair to WHP. No one in WHP wants this. Basis for removing the road (Urban Design Guidelines, walls discouraged) is a guideline and not a requirement. This is just to increase the value of the houses and help the developer. Keep High St as a bypass and avoid the complaints associated with Falls Dr, i.e. that people use it as a bypass. Street A isn't an equal tradeoff for High St. There will be three turns to get to WHP instead of the route we have now; it will be sloped and windy. In High St, we already have a well-functioning roadway as well as a pedestrian and bike route with the sidewalk and bike lanes. How will emergency services and trucks access WHP if they have to go through a dense neighborhood? Ellis and Discovery Drives are too steep to use when it's icy and/or snowy – residents are trapped; High St serves this well, so don't remove. Grades are steep in some areas and flatter in others; grade the area so that you even it out overall. You can't see when you drive Discovery. The proposed elementary school wasn't taken into account. Lakeside will provide this type of pedestrian path in the future as well as another to the valley floor so don't duplicate it with High St. It will be a path to nowhere. Before taking out High St, you should understand all future development. It's not a good idea to put all this traffic through a single-family neighborhood where kids are playing; it's like 25th Ave or WHP where we are concerned about kids being safe. The Microsoft trail means nothing now and isn't relevant to this discussion. Were there options that didn't require closing High Street? Can the plat happen without the street conversion? Is it not physically possible?

Staff:

Basis: It is correct that the City's initial concern regarding house fences facing High St was in regard to an Urban Design Guideline that states that fenced backyards facing roadways are discouraged. It is incorrect that this is a guideline and not a requirement. The Urban Design Guidelines state the objectives, and examples are given of how to achieve the objectives. The objectives must be met, the methods for meeting them are flexible. The applicant tried for many months to meet the objectives while leaving High Street as is, and was unable to meet that. As a result, they proposed the configuration you see now.

Opportunity: While it is possible to develop this property with street configurations that leave High St as a vehicular connection, this would miss a significant opportunity to provide a unique community facility. With other proposals the UVDC has reviewed, commissioners have looked for opportunities to create an important overlook either within or out from Issaquah Highlands, as well as an interconnected pedestrian/bicycle system. As proposed, this is a unique opportunity to both complete an important segment of the ped/bike system, and give residents and trail users a spectacular viewpoint over the Valley floor. While West Highlands Park and Pinecrest have some overlooks, they are not positioned and/or designed to achieve both these goals. The Microsoft pedestrian/bicycle loop isn't relevant in that Microsoft is no longer involved in the development of this area, however it is indicative of the expectation for a pedestrian/bicycle loop connecting all of the neighborhoods west of 9th Ave.

Bypass and vehicular routes: The vision for Issaquah Highlands is a community in which the pedestrian is given priority while maintaining vehicular functionality, partly through an interconnected street grid. Furthermore, the City's Public Works Engineering department (PWE) has been working for months with the eastern areas of Issaquah Highlands to slow traffic and improve pedestrian safety. The conversion of High Street will remove a vehicular bypass and replace it with an interconnected neighborhood grid. Appendix A of the Development Agreement (Goals), in fact states: "Fast, no parking collector roads ... should be discouraged." It is correct that Street A will be different than High St because it will be lined with single-family homes, each with a driveway, and on-street parking. Ellis Dr extension will be lined with primarily townhomes as well as non-residential uses and on-street parking; however, there will not be individual driveways but rather street and alley intersections. The design of both these streets will tend to slow vehicular speeds consistent with both the vision of Issaquah Highlands and allowed speed limits. This is important because it makes for a safer environment for all users, especially pedestrians and bicyclists as well as neighborhood activities such as playing children. (And in fact, having an area such as High St multi-use trail will be a particularly safe location for children to play, with no adjacent vehicular activities.) Preserving High St's characteristics is not a prerequisite for the approval of Westridge North's plat. However, preserving access to WHP is required.

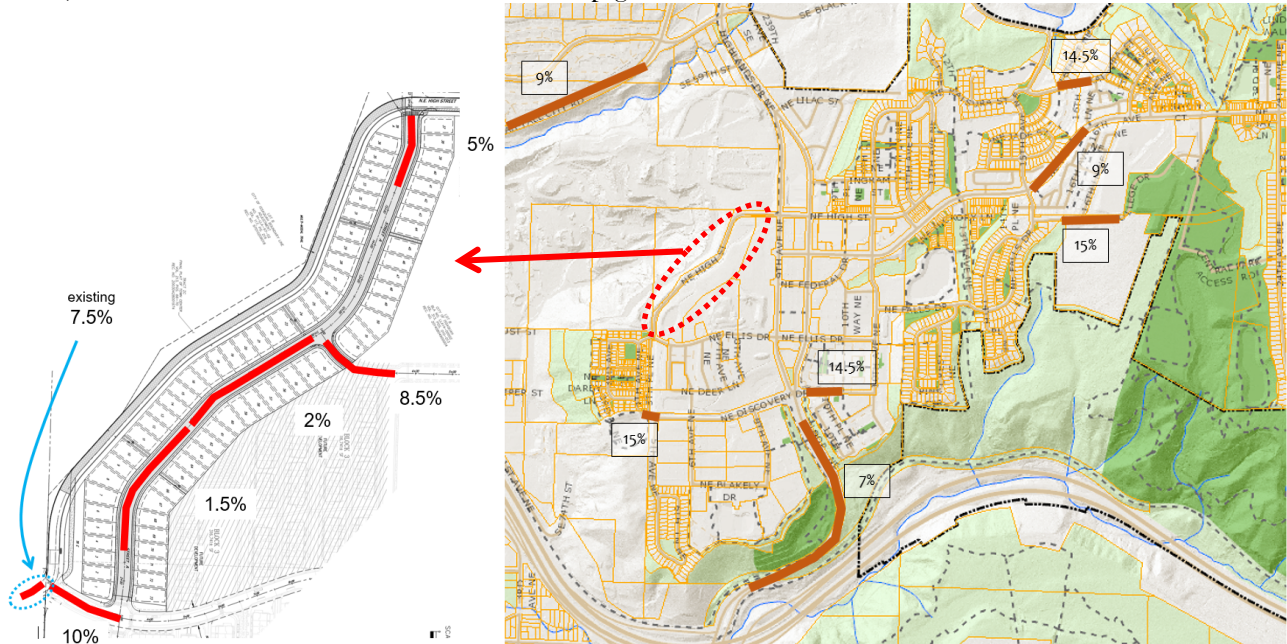
Emergency service and truck access: Both Eastside Fire & Rescue (EF&R) and the Issaquah Police Department (IPD) review every plat that is submitted. Both have signed off on this configuration. Both EF&R and IPD serve all kinds of neighborhoods including ones lined with single-family homes, and recognize that Westridge would at some point be developed. For access to WHP, emergency service providers may choose to use Ellis Dr extension or Discovery Dr as they are more direct; however, that is at their discretion. In addition, during the preliminary plat review, an exhibit was prepared to demonstrate fire truck access. This evaluation will continue during construction permit review to ensure fire trucks, school buses, and delivery trucks can safely access all streets.

Street grades and icy weather:

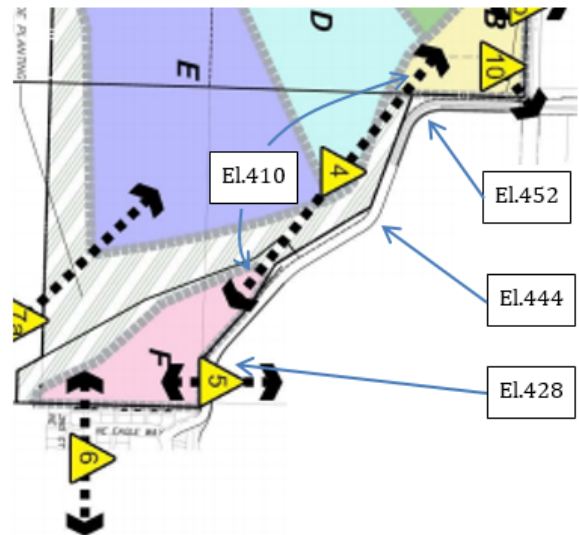
The maximum allowed street grade for public streets is 12%. Until a few years ago, the City allowed roads up to 15% for short stretches or special circumstances. As illustrated below left, the steepest street grade in the proposed plat will be 10%. Thus, all streets proposed in this plat are below the maximum and comply with City standards. As you can see on the other map below right, there are many streets in and near Issaquah Highlands that have steeper grades than those

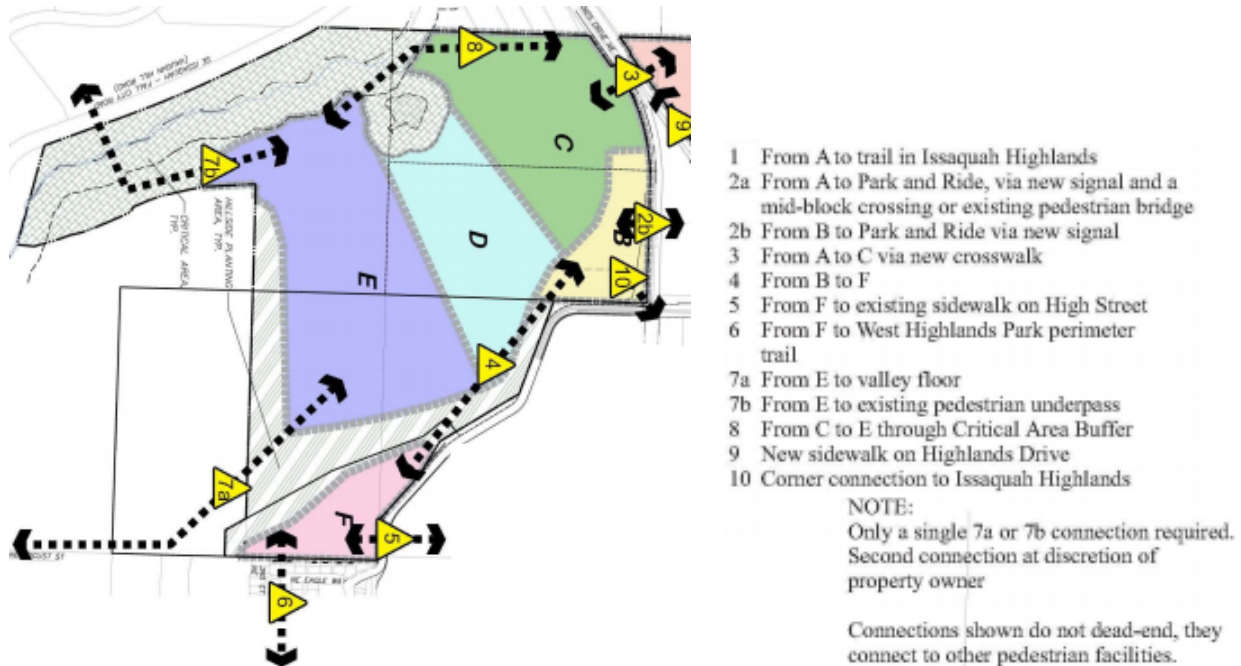
proposed in this plat. Having a variety of street grades is the nature of our foothill community and the topography is an integral part of its beauty.

The grade of Discovery Dr, west of 7th Ave NE, where it connects into WHP is about 15%. The Master Developer of Issaquah Highlands did not want to connect Discovery Dr to WHP. The only reason this connection exists is because the City insisted, to provide a conveyance route for WHP. As such, it was allowed to be constructed at a steep grade.



Lakeside connections: [Trails referenced are shown on the Lakeside Development Agreement map at right and below.] It is accurate that the Lakeside trail #4, connecting Lakeside Neighborhoods B to F, will mostly parallel High Street; however, this trail may not be built for 15 to 20 years. Additionally, due to the elevation differences and connection points, it will not be as convenient as High St multi-use trail for serving as a broader community resource. That is, it is 20-40 vertical feet below the High St multi-use trail. That means that the Lakeside trail will be less convenient for users that are moving through the Issaquah Highlands community. It will also be significantly less direct.





Discovery Dr sightlines: This preliminary plat application does not extend south to Discovery Dr.

Understanding all future development: During land use permit review, such as a preliminary plat, City Staff and the applicant assess as much as they know of recent and concurrent activities. However, the City is not allowed to delay one permit until all future development is known, and one permit cannot bear responsibility for impacts from other permits.

Applicant:

Currently, there are two roads serving WHP; NE Discovery Drive and NE High Street. There is no parking along either sides of these roads. With this proposal and other projects currently under construction, there will be two direct street routes to and from WHP and 9th Ave NE; NE Discovery Drive and NE Ellis Drive. There are several neighborhood roads proposed and under construction that complete a grid network through the proposed single family community and within two townhome projects (Westridge Townhomes North and South). There is no special need to use proposed Street A for access to WHP; traffic does not need to cut through the proposed single family neighborhood. Similarly, emergency vehicles will not be required to use proposed Road A for access to WHP; both NE Discovery Drive and NE Ellis Drive provide adequate emergency access to WHP and the new communities.

Alternative site plans for this project were evaluated during the Collaborative Review sessions with DSD and the Issaquah Highlands ARC. The main alternative to the current proposal would orient home fronts on High Street. This would result in several negative conditions including: the loss of a face-to-face internalized neighborhood where front entries face each other on a neighborhood street (Street A), front entries facing (presumably) very high-intensity future commercial uses at the Shelter Holdings property to the east, and reconstruction of NE High Street for front door and vehicle (garage) access to homes facing NE High Street. In this alternative scenario, driveways and on-street parking would be introduced to High Street.

Our conclusion was that the current proposal was better for the proposed Westridge neighborhood; promoting a cohesive community with an identity, somewhat insulated from future commercial projects, and for the larger Issaquah Highlands community with the addition of a very large community amenity at a prominent viewpoint.

Conclusion:

There are a number of alternatives that might be considered for this application as it relates to existing High St. These are:

1. Convert High St to a non-vehicular, multi-use linear park (essentially the plat proposal)

Pro: A significant segment of the non-motorized trail system will be constructed
There will be a significant, accessible valley/Lake Samm overlook
There will be a linear park along the plateau edge of Issaquah Highlands
West Highland Park will have two vehicular access routes from the north

Con: High St will change

2. Leave High St as a road but allow the plat configuration to move forward

Pro: High St remains unchanged

Con: High St will be lined with fences and will not comply with the guidelines
There's a significant unbuilt segment of the non-motorized trail system
There's no significant, accessible valley/Lake Samm overlook
There's no linear park along the plateau edge of Issaquah Highlands

3. Leave High St as a road and require all the western lots to front High St

Pro: High St remains unchanged
High St will be lined with front doors

Con: The plat will have to be redesigned
The homes in this area will not build a community along both sides of a street
There's a significant unbuilt segment of the non-motorized trail system
There's no significant, accessible valley/Lake Samm overlook
There's no linear park along the plateau edge of Issaquah Highlands

The Administration remains committed to Alternative #1, therefore no modifications to approval conditions are proposed.

2. High Street conversion and activities:

What uses are going in? Are those the WHP residents want? What about off leash dog park? Don't just do a bunch of grass and plants – provide larger grass areas with drains. How much buffer will be provided between the houses and the recreation? Provide a buffer to the houses. Have teenagers been considered, as in where they might hangout and be a nuisance, e.g. the skatepark? Is the area being converted to trail part of meeting the requirements for parks for this plat? This isn't a real park. Who owns the right-of-way and are they being asked to give up ownership? What's the process for approving this? Can we write a performance condition about the uses? Can the timing for completing the conversion be moved up so it's not tied to the last two houses? Who will maintain this? It isn't a responsible use of funds to have the City or IHCA maintain this. How can you block views into the gravel pit? How does this fit into the city-wide park system? There should be a hearing with details and comments about this.

This could be awesome for the overall community if other people get to review. This could be a City amenity. Have the Parks Dept more involved.

Staff:

Parks and plats: The purpose of a preliminary plat review is to assess that the configuration of the lots, tracts, right-of-way etc... and meet the requirements of City and State subdivision statutes and the design requirements of Issaquah Highlands; it is not to review the specific design of the buildings, parks, trails, etc.... The applicant has provided a conceptual design of what the promenade area could look like to help staff, commissioners, and the public evaluate those questions.

Process for review: Following the UVDC's recommendation, the preliminary plat will go to the City Council for review and a decision. (Note the Council review will be based on the record created at the UVDC, and no additional or new information may be introduced during that part of the process.) The preliminary plat portion of the process establishes the lots, tracts, and streets. If approved, the individual open space/park tracts and High St would receive Administrative Site Development Permits (ASDPs) and construction permits. These would be jointly reviewed by the City and IHCA since the IHCA will be responsible for maintenance of the improvements. Since the submittal of the plat, the Parks Department has been a reviewer and we have discussed the concept with them several times. They are supportive and we will continue to coordinate with them.

Park Requirement: The Issaquah Highlands Development Agreement (IHDA) does not have a parks requirement such as X sq.ft. per residence; however, it is typical for each residential project to provide facilities to serve their residents. Also, other Westridge projects are providing facilities in the area that residents from other neighborhoods may use. And as this plat is for single-family homes with backyards, some facilities will also be provided on individual lots if the resident desires. Because there isn't a requirement for a specific amount or certain facilities, a broad range of uses can be proposed and comply with the guidelines, including parks, linear parks, etc

Activities: The uses conceptually shown are grass areas, a swing set, a skate park, etc. These were proposed by the applicant with some initial review by the City; however, as the IHCA will maintain open space/parks in the plat, they will have a lot of say about what they are willing to maintain. Comments by the commissioners, public/WHP residents will certainly shape the final approval, and a performance condition could be written to provide guidance. Both the City and IHCA believe that our open spaces/parks need to serve residents of all ages, without creating nuisances which can be avoided especially through design such as lighting, sightlines, etc...

Therefore, in response to the attention and concern related to activities, City Staff propose to bring the ASDP for the parks and trail to the commission for review and discussion as well as to hear from the commissioners and public about the proposed components of the linear park. This will hopefully allow the preliminary plat review to be separated from the design of the linear park.

See the Conclusion of this Topic #2 for new and revised conditions.

Buffer: The IHDA, Appendix U (Parks, Plazas, Woonerfs), Section 5.3 (Interior Setback Requirements for Parks, Plazas and Woonerfs) only requires a setback when a climbing structure, more than 5 ft in height, is proposed that "...directly abuts a rear or side property line of a

residential use...”. No such use is currently included in the concept; however, if one is proposed the setback would be required. In addition to the horizontal separation that is present, though not required, there is a vertical separation between the main trail and each property’s backyard. One example is shown below. The applicant discusses this in more detail below.



In responding to commissioner and public comments, Staff and the applicant considered flipping the location of the trail and the recreational elements, to move the recreation away from the homes. In the end the decision to swap their locations was rejected. Primarily this was due to the design of the existing stormwater system and the decision to avoid adding irrigation water near the top of a steep slope.

Ownership and Maintenance: High St is already public right of way. This application does not propose to change that. An agreement will be executed between the City and IHCA to cover maintenance. The public right-of-way is granted to the City and maintained by the IHCA. If this plat is approved, High St will continue to be owned by the City and maintained by the IHCA. In some cases, the IHCA charges the plat’s property owners for maintenance of facilities, and in some cases, if they believe this is for the larger community, they do not. Assessment of maintenance fees will be the IHCA’s decision.

Timing of High St conversion: The applicant has proposed a revised timing for High St conversion.

Views into Lakeside: The intent is to ensure a safe environment where curious people cannot access unsafe areas. This will involve fencing and landscape design, which will be reviewed with construction permits. In the Lakeside Development Agreement it says:

“2.1.23 Design and construct the site to shield the new neighborhoods from both views and sounds of the industrial uses below so new neighborhoods are compatible with the existing industrial uses, and the industrial uses do not appear to have an impact on the new neighborhoods. However, provide appropriate opportunities to overlook the industrial activities for educational and general interest purposes while ensuring safe viewing.”

Parks Plan: The IHDA is the governing document for this plat, including for parks. In terms of how these facilities fit into a City-wide park system, the City is currently working on a Parks Strategic Plan, which is anticipated to be adopted later this year. As this is a draft plan, which has not been adopted by Council, Staff did not include it. However, it is worth noting that the Parks Strategic Plan has identified a need for a public park west of Highlands Drive to serve the area. Its location has yet to be determined.

Applicant:

The proposed High Street conversion is intended to provide the larger Issaquah Highlands Community and the immediately adjacent neighborhood a variety of public spaces accommodating an assortment of activities; both passive and active. The entire repurposed Right-of-Way will serve as a destination for the entirety of the Issaquah Highlands community.

The multi-purpose trail portion of the program will be a newly paved trail grade asphalt surface approximately 15 feet in width with gentle grades for walking, cycling, running, etc. The trail will connect the Park & Ride area of the Highlands, and future Lakeside Urban Village access point at the north end of High Street, along the view corridor at the west margin of the Highlands, through the future Polygon affordable housing project at Block 4, along the east edge of WHP, and on to connect with 7th Ave NE and the multi-purpose trail behind Swedish Hospital that drops down to lower Issaquah in the vicinity of Front St.

Flanking the trail on the east and west sides will be various activity nodes (5 are proposed) located at intersections of the trail with east-west pedestrian facilities that connect into several future neighborhoods within Westridge, and further east to the central Highlands core. These nodes will accommodate a variety of uses; for example, a young person's skate route that parallels the multi-purpose trail (not a teen skate park per se), "Mommy-and-Me" swing park, discovery trail areas that periodically border the trail, plaza areas for views, and an approximately 4,000 sq ft linear lawn area. Small areas with seating will be located throughout the space.

Below are a few examples of the type of activity nodes envisioned for this project:





In addition, it is envisioned that plantings throughout this linear trail/park will be selected to create an initial arboretum character, that can be expanded upon in the future as the community sees fit. This character will be welcoming and in contrast with the more urban character of many of the Issaquah Highlands parks and streets. A nice place for a Sunday walk or picnic with family and friends.

Activity nodes will be buffered from the rear yard of the Westridge North Single homes by approximately 10' horizontally, and 6' vertically (the trail and activity areas will be lower than the rear yards). The trail will be approximately 25' from the rear yards.

Below is a photo of a trail image of an asphalt multi-purpose trail running adjacent to a neighborhood in Southern California. While this trail image does not include many of the pocket parks and activities we are proposing to include along the High Street trail it does illustrate the nature of the spatial relationship between Single Family Homes and the proposed trail.



The review and approval of the final proposed features will be subject to a joint review process by the ARC and the City Development Services Department. If this standard process is used, and approval of the High Street improvements is completed within 30 days of issuance of the plat infrastructure permit (utility permit), the Applicant can commit to completion of the trail and associated areas prior to issuance of a certificate of occupancy of the 63rd home within Westridge North Single Family. Additionally, completion of the trail will be secured by a performance bond. The IHCA will be responsible for the maintenance of the trail and activity areas once completed.

Conclusion:

In converting High St to a non-motorized use the commission and public are understandably interested in what they will get through this change. To respond to those interests and concerns, Staff propose the follow edits or new conditions.

Approval Condition #32

Original Condition language:

“The recreation facilities provided with the plat shall provide a diversity of passive and active recreation for all ages, incorporate children as an integral user including varied opportunities for children’s play, provide space for recreation activities, and to make them interesting for a variety of users and ages. The Staff Report contains a preliminary review of the proposals for each tract or area, consistent with the purpose of plat; however, the ARC (and IHCA if they will maintain them) will also jointly review the proposal. Each tract has different completion requirements:

Tract A: prior to completion of the three homes to the south (Lots 34-36) or three homes across the street (Lots 37-39).

Tract E: prior to completion any of the seven homes adjacent to it (Lots 1-7).

High Street multi-use trail and landscaping: prior to completion of 60% of the adjacent homes (Lots 1-36).

The Site Work or Landscape permit containing each tract or area will incorporate a land use review of the design for compliance with the plat and Development Agreement. This will be reviewed with Site Work, Landscape, and Building Permits.”

The following edits are proposed:

“The recreation facilities provided with the plat shall provide a diversity of passive and active recreation for all ages, complement rather than duplicate activities already provided or planned in the area, incorporate children as an integral user including varied opportunities for children’s play, provide space for recreation activities, and to make them interesting for a variety of users and ages. Furthermore, the proposed uses will suit the location, by for instance not placing noisy or nuisance uses near residences. The Staff Report contains a preliminary review of the proposals for each tract or area, consistent with the purpose of plat; however, the ARC (and IHCA if they will maintain them) will also jointly review the proposal. Each tract has different completion requirements:

Tract A: prior to completion of the three homes to the south (Lots 34-36) or three homes across the street (Lots 37-39).

Tract E: prior to completion any of the seven homes adjacent to it (Lots 1-7).

High Street multi-use trail and landscaping: ~~prior to completion of 60% of the adjacent homes (Lots 1-36).~~

The Site Work or Landscape permit containing each tract or area will incorporate a land use review of the design for compliance with the plat and Development Agreement. This will be reviewed with Site Work, Landscape, and Building Permits.”

Approval Condition #35

The following edits are proposed:

High St may not be closed for construction of the multi-use trail and other recreation improvements until either Street A or Ellis Dr extension are available for public use for access to West Highlands Park. The proposed trail, located in the High Street right of way, must be accessible to maintenance vehicles throughout construction and following its acceptance for conversion from a road to a trail. This will be addressed with the Site Work and Landscape permits. Acceptance of the conversion and improvements must be complete prior to finaling the last ~~two~~ ten homes in the plat.

NEW Condition #37

Proposed Condition language: “Following preliminary plat approval, the Administrative Site Development Permit for the parks and trail shown in PP17-00001 will go to the commission for review and discussion. In particular, City Staff want to gather comments and direction regarding the components of the linear park, their location, and compliance with the IHDA. The IHCA participation is requested to ensure that the results of the commission meeting can be sustainable and maintainable. The commission meeting must occur before the permit (Site Work or Landscape) for the trail and parks is issued.”

3. High Street trail and materials:

We have no confidence in the future product. Why is this asphalt? This isn’t a new trail.

Aesthetically, asphalt isn’t nice. Make this concrete. This shouldn’t look and feel like a road when this is done.

Staff:

Asphalt is an allowed trail surface for a Multi-Purpose trail; however, we agree that the final design of the trail should feel intentional, fresh, and not like a road. Asphalt for trails is different than asphalt for roads, and has a smoother, more fine-grained surface. Also there are treatments, such as at the trail intersections, street furniture, way finding, etc... that can give this a positive and desirable character. For example, the trail below (Crescent Park, New Orleans) is asphalt, but incorporates special materials and markers at street intersections as well at the street furniture, landscape, and wayfinding that make this a notable community asset. It also should be noted that some trail users prefer asphalt, such as runners, bikers, skaters. Many multi-use trails in the City are asphalt such as the Pickering Trail (near Pickering Barn), East Lake Sammamish Trail, and the trail along the western edge of WHP, to name a few. The design and permitting will occur separately as discussed above.



Applicant:

Asphalt paving is the regional standard for multi-use trails found in all jurisdictions. Examples include: The Burke Gilman Trail, The Lake Sammamish Trail, and existing Issaquah Highlands trails. The existing road areas to be used for trail will be ground and overlaid with the appropriate class of asphalt for a smoother pedestrian-appropriate finished surface.

Conclusion:

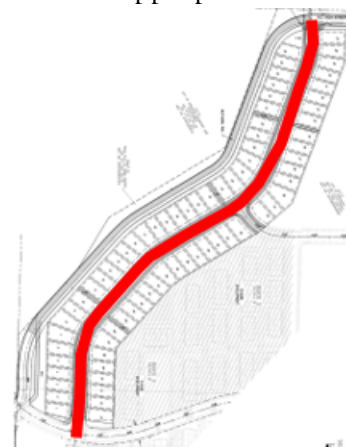
Add a NEW Condition #38: "The High St multi-purpose trail will be ground down and overlaid with trail grade asphalt, special paving and markers integrated at nodes such as street intersections,

and street furniture, plantings, and wayfinding that comprehensively create a linear community space.”

4. Street A:

This road is very straight. Provide traffic calming. Jog roads to force people to drive slower; don't be like Bush Street. How does the width of Street A compare to High St width? Maybe remove the on-street parking to improve sightlines? What kind of enforcement issues does the City face in other neighborhoods? What kinds of striping, crosswalks, traffic calming, etc... is planned for this road?

Staff: All neighborhood and local streets standards in the IHDA have on-street parking on one or both sides. Streets without on-street parking are specified for higher capacity and higher speed roads, indicating that on-street parking is part of slowing vehicular speeds and is appropriate for neighborhood streets. Existing High St has 9 ft travel lanes and 5 ft bike lanes resulting in about a 28-30 ft curb to curb width (extra width is for striping). Street A is 34 ft from curb to curb to accommodate two 10 ft travel lanes and 7 ft on-street parking both sides. The overall configuration of Street A will tend to calm traffic since it is a segmented, lazy “S” layout as shown at right. Furthermore, curb bulbs will be used where trails cross the road, at hydrants to prevent on-street parking, and at street intersections where they do not interfere with large vehicular movements. All of these factors will encourage slower driving speeds. Crosswalks are typically not striped on roads of this classification; however, where trails cross the road, we have conditioned the permit (proposed Approval Condition #36) to provide stamped concrete crossings with reflective material on either side, consistent with our Street Standards. Enforcement issues reported to DSD Staff regarding in other areas of the City have to do with on-street parking that is too short and which results in parallel parking which crowds driveways.



Applicant: Road A has a 5% and under surface grade and is designed to the Neighborhood Collector Standard. There is parking on two sides of the road, with curb bulbs at intersections and pedestrian crossings to provide sight distance, pedestrian safety, and traffic calming. The travel lane width of Road A is similar to that of NE High Street. Mid-block pedestrian crossings will have a change in surface material (traditionally scored concrete).

Conclusion: The proposed street meets all City standards. The street section and traffic calming measures are appropriate for the anticipated use of Street A. No modifications to proposed Approval Conditions are necessary.

5. Park Dr extension:

Object to Proposed Approval Condition #19. Now Park Dr ends at 9th Ave. Neither Park Dr or Federal Dr extend to this plat. There's no traffic impact and the traffic analysis works without a Park Dr connection. A pedestrian/bike connection is enough; a road isn't needed. Why did the City change their mind at the last minute about this? This is out of place. How would you end a 52 ft right-of-way at a 20 ft woonerf? This will be a major thoroughfare. This

would be deadend until Shelter builds. This will be odd to have a road connecting dense commercial with big office buildings to single-family.

Staff: Park Dr does not end at 9th Ave, but rather the westward construction of Park Dr was awaiting development of the Shelter and Westridge properties. This is indicated by the right-of-way line and stub of roadway already constructed; see below. There is a similar stub for Federal Dr, west of 9th Ave. In other words, both Park and Federal Drives are anticipated to be extended.



While the traffic impact analysis may not have indicated the need for Park Dr to be extended, there are more reasons for extending a road than the traffic analysis. The IHDA has a vision for a pedestrian priority community in which there's an interconnected grid of streets, without dead-ends, serving as the primary pedestrian circulation system, which distributes circulation and provides a variety of ways to move about at a pedestrian scale grid. The IHDA includes elements that support this approach (underlining added):

Appendix S, Urban Design Guidelines

Chap 2 Circulation Guidelines:

Introduction: *The use of cul-de-sacs and similar "dead-end" neighborhood streets should be reserved for special situations such as topographical considerations, open space access points, and development adjacent to limited access roadways.*

Encouraged: "an interconnected system"

Trail Guidelines: *The primary pedestrian circulation system at Issaquah Highlands coincides with the street system since sidewalks are a required element of all streets. Where the street system does not provide a continuous pedestrian route, trails may provide the pedestrian connection.*

Neighborhood Streets: *Street patterns should interconnect and encourage easy access from one neighborhood to another but also discourage high speed travel.*

Encouraged: "interconnected but low speed neighborhood streets"

Chap 3 House & Garden, Circulation Guidelines: *"low speed traffic techniques..."*

Chap 3 Traditional Townscape, Circulation: *"The vehicular circulation system is generally one of a network of interconnected streets."*

Encouraged: "a geometric pattern of interconnected streets"

In fact, up until early 2015, the applicant's overall Westridge plans almost always showed Park Drive extending to Street A (e.g April 2014, July 2014, January 2015); see below for examples.



July 2014



January 2015

Around that time as the applicant drilled down on the plans and connected Street A to High St, they became concerned that the grades were such that the Park Dr connection would be too steep. Due to that consideration, Staff agreed to consider eliminating that connection. However, as Staff drafted the report for this application and examined the actual grades at the property line, it was clear the topographic change was significantly less than expected. In fact, there was no longer a good reason not to connect. Therefore, this discussion didn't resurface with the Applicant until right before the Staff Report was issued.

As for the connection, a 52 ft road and a 20 ft woonerf aren't as difficult to connect. Both have 10 ft travel lanes, which can be continuous. The 52 ft width is a result of elements in addition to the travel lanes such as on-street parking, separate sidewalks, and planting strips. It may be that a different road type would be appropriate for Shelter's property, and this can be discussed and resolved through their preliminary plat process. An example of where a road meets a woonerf is shown at right. This is in Issaquah Highlands, just west of the intersection of 25th and Logan. While this is the meeting of two residential roads, it demonstrates that the continuity of travel lanes is easy to achieve. And the choice of a woonerf is intended to communicate the change from one neighborhood to another, one use to another, while preserving the circulation for all modes of travel.



Finally, as a community builds out it is not unusual for roads to stub to property that is anticipated to build in the future. For instance, the example above, Logan St, was a stub which didn't extend for 3-5 years awaiting the construction of Issaquah Highlands Vista Ridge/Division 95. Likewise, this happened with Forest Ridge/Parcel C's stub to what would

be developed many years later as Sun Ridge. This is acceptable as an interim condition as long as the incomplete street is not required to meet the traffic study, street standards, safety, etc...

Applicant: The Applicant has no objection to a pedestrian only connection at Park Drive if that is the City's desire.

Conclusion: Park Dr should extend to and connect with Street A. This may be phased, awaiting the development of property to the east. No changes to proposed Approval Conditions are needed.

6. **Quasi-judicial:**

It's not fair that the public can't talk to the commission but the staff and developer can. The public is screwed.

Staff: The quasi-judicial process is established to ensure a fair process for all participants. To do this, all parties (commissioners, council, public, applicant) discuss the proposal on the record, in public. That way all parties can hear what is being discussed and used as the basis for making a decision. Staff are neutral and can be a conduit for communications between these parties, and are one entrusted to see the appropriate process is followed. The public can email (or call or write) Staff, and Staff will forward their messages to the commissioners, ensuring all parties are aware of the communication. Like the public, the developer may not talk to the commissioners except during the public part of the process.

Applicant: The Applicant has had NO PRIOR CONTACT regarding this proposal with any member of the UVDC.

Conclusion: The process that has been used complies with the requirements of State law and City Code. Staff are available to assist the public in communicating their concerns to the commission.

7. **Lakeside impacts:**

How do the final grades and buildings heights of the Lakeside parcels relate to High St and this plat's lots and views. How do you design the overlook etc.. to keep people using High St safe? What kind of design controls are on Lakeside to make sure the sides of buildings facing Issaquah Highlands have the same high-level treatment as we are requiring of these homes?

Staff: High St's elevation, where there may be views, ranges from elevation 452 to 444 feet; see map below. The grading plan from the Lakeside Development agreement, also below, shows approximate grading elevation, after mine reclamation is complete. Lakeside Neighborhoods B and F will likely restrict proposed views from the trail and so were not evaluated. Using the maximum allowed height in these neighborhoods the following table shows the estimated relationship of building tops to High St:

Neighborhood	Max. Elevation (feet)	Max. Bldg. Height (feet)	Top Allowed elevation of Bldgs in feet (elevation + bldg. height)	High Street elevation (feet)	Relationship to High St (feet)
Area D	375	60	435	452	-17
Area E	350	48	398	444	-46

This would ensure that the public using the proposed trail in Westridge would have views out over these neighborhoods.



4.3 Height Limitations

Building Heights are limited by Neighborhood. Except as provided for in Section 4.1 (Setbacks), the following height limits have been determined for the Project:

4.3.1 Neighborhood A

- 4.3.1.1 Neighborhood A-1: 7 stories (approximately 84 feet)
- 4.3.1.2 Neighborhood A-2: 3 stories (maximum building height)

4.3.2 Neighborhood B

7 Stories (approximately 84 feet)

4.3.3 Neighborhood C

7 Stories (approximately 84 feet)

4.3.4 Neighborhood D

5 Stories (approximately 60 feet)

4.3.5 Neighborhood E

4 Stories (approximately 48 feet)

4.3.6 Neighborhood F

4 Stories (approximately 48 feet)

Above, left: Lakeside DA, Exhibit M-2 Reclamation Plan i.e. grading (excerpt with annotations)

Above, right: Lakeside DA, Exhibit C-1 Neighborhood Map (excerpt with annotations)

Left: Lakeside DA, Land Use Appendix, Height Limitations

As for the design of the Lakeside project and how it will appear from Issaquah Highlands or the valley floor, the Lakeside Development Agreement includes guidelines that will be used to review it and which are similar to those being recommended for Issaquah Highlands:

Appendix B, Design Guidelines:

Section 2 Site and Building Design:

Illustration: "...buildings are visible [sic] but their architecture, siting, and landscape create a pleasing composition."

2.1.19 The development on this hillside will be visible from areas within the City, and this should be taken into consideration as development proceeds. The

Hillside Village will include a mix of uses, architecture, building materials and built form, and landscaping to make the Project interesting and attractive while also helping soften the visible bulk and form of the built environment.

Applicant: The Applicant doesn't expect any views from the Westridge Project to be blocked by future Lakeside projects.

Conclusion: Should the preliminary plat decision include converting High St into a recreational amenity, the anticipated development from Lakeside neighborhood will be considered in the location and design of amenities for High St. No changes to proposed Approval Conditions are necessary.

8. Trees:

You are supposed to add trees to the hills, not take them away. Add the Comp Plan language related to hillsides. Have peekaboo views and show what this will look like.

Staff: There are no hills within the area of the plat. Also, the vesting of the Development Agreement requires we use the documents in place at the time of IHDA adoption. The Comp Plan policy on trees was adopted in the last few years, and so does not apply in this circumstance. However, the project will be planting street trees as well as trees along High St which, as they mature, will help this neighborhood blend with the hillsides below.

Applicant: There are no existing trees to be removed with this project, except for "pruning" or minimal removal to create viewpoints along the proposed trail. New trees will be planted along the trail and activity area, providing more tree cover than exists today.

Conclusion: Compliance with the new Comprehensive Plan for hillsides is not applicable to this proposal; however, the trees that are planted will help the area blend in as they mature.

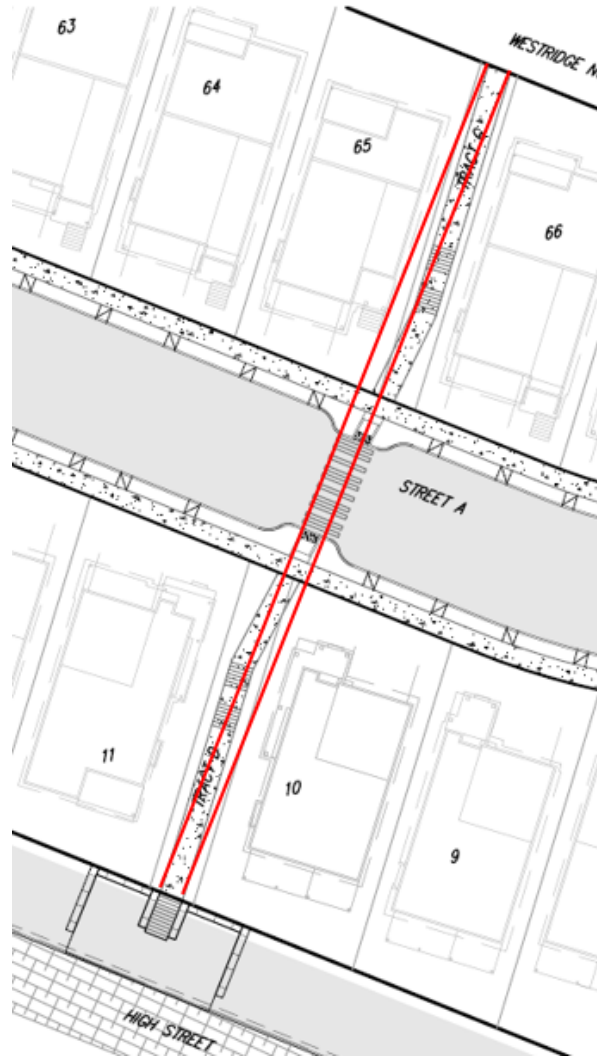
9. East/west trails:

Why don't they line up? Why can't you swap lots of different sizes to get them to line up? What would it take?

Staff: Proposed Approval Condition #24 may require adjustments to the trail in Tracts D and G beyond those shown by the applicant below.

"#24: Align the trail in Tracts D and G, so that there is a direct, clear, and visually connected trail network between Block 2 and the High St multi-use trail. Maximum offset will be half the trail standard's width. If the trail is angled within the tracts to achieve this, the landscape border may go below the minimum on one side as long as the total width of landscape border equals the total required border and the reduced landscape border does not go below 2 ft. This will be reviewed with the Final Plat and construction permits."

The annotations to the applicant's drawing below illustration some of the challenges they face in providing sightlines and landscape borders consistent with proposed Approval Condition #24, while retaining the angle of the homes which fulfills House & Garden guidelines.



Applicant: The homes are sited at an angle to the plat road, not perpendicular. This presents a little more architectural exposure and reduces the garages lining up on the same set back line. When the trail crosses Street A in a perpendicular manner, we need to eventually angle it to get out through the rear of the lots to the Townhomes North side and the High Street side. We adjusted the trail to have a 90+ foot straight sightline across Street A. To make the trail perfectly straight is a challenge while retaining the angle of the homes. In addition, pedestrian bulb-outs are provided to calm traffic and provide pedestrian visibility. See below for revised walk alignment.



Conclusion: Further adjustments may be necessary with the construction permits and final plat; however, proposed Approval Condition #24 provides sufficient direction to address the concerns.

10. Clarifications to proposed Approval Condition #19:

The applicant requested a clarification to Condition #19 to ensure it is clear they are only building Park Dr from Street A to the eastern edge of their property.

Staff: Staff concur with most of the proposed edits and have revised the language as shown below under Conclusions. Any future extension of NE Park Dr across Shelter Holdings' property to connect with 9th Ave NE will be reviewed separately from this preliminary plat. We will discuss ownership of the woonerf with other reviewing departments and bring that information to the UVDC meeting on April 17.

Applicant: After some further review, we believe the current language used can be interpreted that Polygon is required to extend the roadway from proposed Street A all the way across Shelter's property to connect with existing Park Drive at the intersection of 9th Ave NE and NE Park Dr. We don't believe this is the intent of Condition 19 and would like to have it read more clearly regarding Polygon's responsibilities for NE Park Dr. We also request that Park Dr extension be publicly owned rather than private.

Conclusion: Modify Condition #19.

Original:

“Park Dr shall be extended westward to connect to Street A. Within the area subject to this plat, the Park Dr extension shall be a private, narrow facility serving vehicles, bicycles, and pedestrians, which will slow traffic and convey it is a residential street. This will be reviewed with Site Work Permits and the Final Plat.”

Modify as follows with track changes shown:

Park Drive shall be extended ~~westward to connect to~~ from Street A to the project's eastern property line. ~~Within the area subject to this plat,~~ The applicant's responsibility to extend Park Dr shall remain within the project limits of this plat. The NE Park Dr extension shall be a private, narrow facility serving vehicles, bicycles, and pedestrians, which will slow traffic and convey it is a residential street. The road section shall include two 10' wide concrete travel lanes with a 3' wide planter on either side. This will be reviewed with Site Work Permits and the Final Plat.

11. Additional Public Comments:

Following issuance of the Staff Report, comments were received from the following people and are provided in Attachment 1 to the Briefing Response Memo:

1. Tia Heim, IHIF Commercial
2. Bob Swanson, multiple emails
3. Mike Zalewski, multiple emails
4. Saritha N
5. Kelly Bleiweis
6. Garima Gujral

Staff: The comments received have been incorporated into the summaries and responses above, therefore separate responses are not provided.

Applicant: No comment.

Conclusion: Any changes to proposed Approval Conditions are shown above.

IHIF COMMERCIAL, LLC
11624 SE 5th Street, Suite 210, Bellevue, WA 98005

March 20, 2018

Urban Village Development Commission
City of Issaquah
135. E. Sunset Way
Issaquah, WA 98027

Re: Westridge North Plat

Dear Urban Village Development Commission:

IHIF Commercial, LLC is the owner of the property located to the east of the proposed Westridge North plat. Our property is directly adjacent to the north half of the proposed plat. While we support the plat application, we are writing to voice our objection to Condition #19, which reads as follows:

"Park Dr. shall be extended westward to connect to Street A. Within the area subject to this plat, the Park Drive extension shall be a private, narrow facility serving vehicles, bicycles, and pedestrians, which will slow traffic and convey it is a residential street. This will be reviewed with Site Work Permits and Final Plat."

There are several problems with this proposed condition, which we explain further below:

1. *It appears to require extension of Park Drive across IHIF Commercial's Property.*

Park Drive currently terminates at 9th Avenue NE, on the east side of the IHIF Commercial property. In order to extend Park Dr. westward to connect to Road A, the applicant would be required to construct a road across our property, which it does not have the authority to do. Note that the only two connections provided by this plat will be Street A's connection to High Street and the extension of Ellis Drive to 9th Ave NE.

2. *Transportation analysis does not provide a basis for requiring this vehicular connection.*

All of the most recent transportation analysis that the City has received and reviewed which looks at full buildout of Issaquah Highlands assumes that NE Park Drive does *not* connect from 9th Avenue NE to Street A (See for example, the Westridge TDR Analysis from Transpo Group, dated March 30, 2017, which was reviewed and approved by the City). There is no project-related traffic impact identified in the relevant transportation analyses to justify this proposed vehicle connection. Until the City issued its staff report for the Westridge North plat, the City, IHIF Commercial, and Polygon had all been working together to ensure that appropriate pedestrian and bicycle connections were provided at the NE Park Drive location, as that would better serve the community and more effectively accomplish the Principles and Goals of Issaquah Highlands. We continue to support a pedestrian and bicycle-only connection as more appropriate and more consistent with the pedestrian-oriented goals of Issaquah Highlands than the newly requested vehicle connection.

3. *Inconsistent with adjacent property proposals.*

As noted above, the plat for our property, which is currently pending, does not propose extension of Park Drive across our property. This was something we specifically discussed with

IHIF COMMERCIAL, LLC
11624 SE 5th Street, Suite 210, Bellevue, WA 98005

the City, and Staff indicated that their preference was for a pedestrian and bicycle-only connection to be located where the NE Park Drive connection would otherwise have gone. Staff further indicated that they would not be requiring Polygon to make a vehicular connection at this location. The proposed last minute change in position without traffic analysis justification and with only vague citations to vision and neighborhood character is odd, and placing emphasis on vehicular connection over pedestrian and bicycles is inconsistent with the typical approach in Issaquah Highlands.

4. *If Park Drive is extended how would the full width ROW connect to the very narrow woonerf?*

Last week, after this Staff Report for the Westridge North Plat was issued, we received a comment on our pending plat application indicating that the City had changed position and now would like to see a full 52-foot wide extension of Park Drive across our property to connect to Polygon's proposed woonerf. Staff provided no detail about why this was being requested or how that connection between 52-foot ROW and narrow woonerf should be designed or would function. This makes no sense. Why would you extend the main road that provides egress from Issaquah Highlands onto our property and connect it to a narrow woonerf? How would this function? What would this look like? Why would this be better for the community than providing a pedestrian and bicycle connection as originally anticipated by all parties? We have not agreed to the extension of Park Drive as a condition of our plat and maintain that it is not justified. Unless and until Park Drive is extended across the IHIF Commercial property, which is far from certain at this time, the proposed woonerf will be a cul-de-sac or dead-end, which the staff report notes are not encouraged.


5. *Inconsistent with rezone that the City just adopted*

The City just passed Replacement Regulations that demand very dense commercial development on the IHIF Commercial Property. If our vested projects are not allowed to move forward and the development of the adjacent property is of the type and scale required by the newly adopted regulations, a woonerf connection is particularly inappropriate as the connection between a single family neighborhood and very dense commercial development.

Conclusion: The proposed connection at Park Drive should be pedestrian and bicycle only. The transportation analysis does not indicate a need for this connection, so it is appropriate for UVDC to recommend that Condition 19 be revised to require only a pedestrian and bicycle connection, which is more consistent with the Issaquah Highlands vision and goals.

Thank you for consideration of our comments and request. We are happy to provide additional information or answer any question that you may have.

Sincerely,


Tia Heim
IHIF Commercial, LLC

From: Gretchen Garrett
Sent: Wednesday, March 21, 2018 9:47 AM
To: Lucy Sloman
Subject: FW: "Greater Good"...High St

Hi Lucy,

We received the email below today from Bob Swanson. Do you know who should respond? Would it be you? Please help.

Thank you,

Gretchen G. Garrett

City of Issaquah | Support Services | Support Specialist
Office: 425-837-3100 | Direct: 425-837-3122
www.issaquahwa.gov

From: Bob Swanson [<mailto:bob.bswanson@gmail.com>]
Sent: Tuesday, March 20, 2018 11:09 PM
To: DSD <DSD@issaquahwa.gov>
Subject: "Greater Good"...High St

"West Highlands Park Community" has many concerns about High St being closed and a "Park" (and I use that term VERY loosely) being put in it's place.

Real Concerns:

1. Not being able to get out during winter storms...trapped when we are NOT trapped now.
-The "New" Hill is over a 10% grade...I will take a picture and email later
2. Safety for kids...adding a ton more traffic through a neighborhood that WOULD NOT have the traffic if High St is kept open.
-I think safety of Children is for the "Greater Good"
3. Trucks and Fire Engines not able to get through as easy as they can NOW get through High St.
-"Greater Good" is to protect people's lives
4. The "New Park" is going to be JUST a road being blocked off
-Sure, there will be a few benches and swings...but that is it
-Nothing really is going to change...we can already ride our bikes and walk up the same road/sidewalk
-Who is going to PAY and Maintain the "Park/Road"? Our Home Owners Fees go up?
5. Moving Trucks will block the "New" Road out of "West Highlands Park Community".
-From what I have seen, once you get on the road there is no way out besides stopping and turning about. That will be a real problem with the small streets and parking.

Greater Good?

1. The "Road" is 3 blocks long...NOT a park, how is that for the "Greater Good"

2. A trail that is ONLY 3 blocks long...that is NOT a trail, not sure what that is

3. Is the entire city going to use the "Park/Road/Trail"...

-If so, where are the going to park their car (full of their family) to use the "Park/Trail/Road"?

4. Is the "Greater Good"...so the City of Issaquah put a stamp down that they "Built another PARK"? A Road/Park people already use by walking / riding / jogging / pushing strollers...ETC

Ask yourself the question...what does the NEW "Park/Road" give you that High St does not give you right now?

***If you had a real debate and presented all the facts to the entire city...do you really believe they would vote for the Road to be blocked off and turned in a "Park" that is not a real park/trail?
-I believe the "Greater Good" would vote NO

Ask yourself the questions:

-What dangers does the NEW "Park/Road" create to the citizens of Issaquah that already live in the Issaquah West Highlands?

-What added dangers will the Children of Issaquah that will be living on the new "Exit Street" have if the High St is turned into a "Park/Road"?

After the meeting, "West Highlands Park Community" group stood outside and talked about your comments after the "Public Comments"

-We felt/believe your comments supported the developers and almost belittled our comments/concerns about the High St being turned into a "Road/Park".

-After your comments, the temptation was to feel like selfish people who do not understand the "Greater Good"

We understand about the "Greater Good":

-I was one of the first in my "West Highlands Park Community" neighborhood ...and I understand the "Great Good" was for other homes to be built around me, even when I lost my beautiful view looking west.

-We understand the "Greater Good" when a Hospital was built

-We understand the "Greater Good" homes would be and needed to built in the old Microsoft Land Site

-We as citizens of Issaquah understand the "Greater Good" and we support the "Greater Good", when it is done right.

In this case, the closing of High Street is not for the "Greater Good" of the People of Issaquah, it seems like it is really for the "Greater Good" of the Developer.

-Enables them to skate by a regulation of the City of Issaquah that would be getting in their way.

-And, they can charge more \$\$\$ for the homes

I hope this helps you truly understand the citizens of Issaquah that live in the "West Highlands Park Community".

Thank You,
Bob Swanson

From: Bob Swanson <bob.bswanson@gmail.com>
Sent: Sunday, March 25, 2018 5:06 PM
To: Lucy Sloman
Subject: Pictures of a "Real Park" built by the Developer...Not just a road that is already there.
Attachments: DSC00590.jpg; DSC00593.jpg; DSC00595.jpg; DSC00596.jpg; DSC00598b.jpg

Pictures of a "Real Park" built by the Developer...Not just a road that is already there.

Please see attached pictures to see a "Real Park" built by the Developer...Not just a road that is already there.

The proposal of the "NEW Park/Trail" is shown to be fake and is only a ploy by the Developer.

-Please review the pictures and see a PLANNED Park that is in my neighborhood "West Highlands Park".

***The Pictures with the Blue Sky shows the Y in the Road, Left will take you to the "Fake Park/Trail"...Right is where the "West Highlands Park" would have to go up the hill is over 10% and then go through NEW Neighborhood that is being built.

I hope this will help you see that the Developer is pulling a fast one on the City of Issaquah and Highlands.

-Developers have built beautiful parks all throughout the Highlands...and I believe it is required.

***After driving around the Highlands, I have yet to find a "Park" that a Developer has built that is NOT Beautiful and DOES NOT have grass.

Questions*

Questions I would like to have answered at the next meeting or a response to the this email:

-Why does this Developer get away with just blocking off a road and NOT building a beautiful park?

-Why does the Developer not have to build a park in their "NEW Neighborhood"...just like the Developer had to do in the "West Highlands Park"?

-Is the City of Issaquah trying to push this through to "Check Off" that there is another park somewhere in Issaquah?

Bob Swanson
425-399-3988







From: Michael J Zalewski <mjzalewsk@gmail.com>
Sent: Friday, March 16, 2018 7:23 AM
To: Lucy Sloman
Subject: Westridge North - High St. Conversion

Good Morning Lucy,

Polygon held a community meeting last night to highlight their concept for the High St. conversion to the "pedestrian promenade" as part of the Westridge North development. In my conversation with the Polygon representatives, it was said that the main reason why this proposal is being made is because there is some type of city requirement/guideline/design philosophy/etc where homes built are not supposed to have roads running behind them, that any homes should have their fronts facing roads.

Would you be able to provide the exact language of this requirement? Is it even a requirement? I'd like to understand what the rules actually say. Thanks for your help.

Mike Zalewski
425-780-0845

From: Michael J Zalewski <mjzalewsk@gmail.com>
Sent: Wednesday, March 21, 2018 9:52 AM
To: Lucy Sloman
Subject: Westridge North Pedestrian Path Recommendation

Hi Lucy,

To follow up on the UVDC meeting last night regarding the Westridge North proposal to convert High St. to a pedestrian thoroughfare I would like to provide a very important recommendation for the multi-use path if that is what ends up being approved. In your upcoming discussions with Polygon before the next UVDC meeting to address the action item of providing more details of the actual corridor design, I want you to emphasize to both Polygon and the UVDC how important it will be that the path is a **PAVED** path and not some other surface such as gravel, wood chips, dirt, etc.

If the path is anything other than pavement, it will be unusable with strollers, scooters, kids and most adults biking, tricycles, roller blades, skate boards, wheel chairs, anything with wheels. I can't stress enough that it should be constructed at least equivalently to the Swedish or East Lake Sammamish Blvd multi-use trails in regards to the type of pavement and minimum width. There is a reason why the entire stretch of the existing East Lake Sammamish Blvd trail between Issaquah and Marymoor Park in Redmond is being convert from gravel to pavement and that is because gravel paths are worthless and not a true multi-use path.

Pavement will require much less maintenance cost and is not susceptible to rain as the other "natural" surfaces, thus it will dry fast and not be a muddy mess days after rains.

If a "greater good" is the goal, then a **PAVED** multi-use path will achieve that as it will be accessible to all, not just by people on foot. Please, please, please, make sure it's paved and no stairs!

For reference, the new path that Polygon built around their Westridge South development is gravel and even has stairs so now that trail can only be used by walkers, not strollers, no bikes,

etc., really a huge bummer and not a very good replacement for the awesome paved path that they built over :(.

Thank you,

Mike Zalewski

From: Saritha N <sarithasuraj@hotmail.com>
Sent: Tuesday, March 20, 2018 2:16 PM
To: Lucy Sloman
Subject: High Street Conversion- Issaquah

Hello Lucy,

I am an Issaquah Highlands- West Highlands Park resident for the past almost 8 years. NE High street is an essential part of our community and I cannot emphasize how much it hurts to think of that outlet being lost.

1. It is a life saver during snow and icy days for us who do not own a AWD. There is no way we can get out of this community safely in the absence of this road.
2. It has a safe and very much loved sidewalk and bike access already. It is a multi functional and safe path for all of us here.
3. This road is by any means far far safer option for us compared to going uphill through a densely populated community on any given day- rain or shine, day or night.

I would like to voice an emphatic 'NO' to the proposed changes to high street.

Regards,
Saritha

From: Kelly Bleiweis <kbleiweis@outlook.com>
Sent: Sunday, March 18, 2018 10:54 PM
To: Lucy Sloman
Subject: regarding Public Hearing: Westridge North Single-Family Plat

Hello,

I am a founding resident of West Highlands Park (WHP), the neighborhood at the far Western edge of the Highlands. My family has lived here for 9 years, since well before the retail projects at GrandRidge broke ground, since before Swedish built its hospital. We have seen the good and bad of some of these development projects: we enjoy the conveniences and amenities that have evolved nearby while mourning the loss of open spaces.

Regarding the proposal to convert a segment of NE High Street to a pedestrian multi-use path (non motorized) I would like to add a couple thoughts to the conversation:

The residents of my neighborhood would be grateful if the proposed open spaces perhaps included a **small off-leash dog area** and/or some **community garden** ("pea patches") as all of the existing examples of those types of community spaces are not within walking distance of WHP (or any other the new WestRidge housing). The "Bark Park" is approx 2 miles away up a very steep hill and the community gardens are about 1.5 miles away on that same steep slope. My neighborhood's development plan changed during the construction phase due to the housing market downturn and we have lost several open ("green") and natural elements we previously enjoyed. Since the change in the development plans only benefited the developers, it would be fair to now compensate the homeowners for being so accommodating to changing plans. For example, the total number of houses increased (more townhomes, fewer single family units) creating more cars and traffic but with no increase in roadside parking or traffic calming measures.

I see in the plans that some outdoor furniture could be added (benches, perhaps picnic table). Please consider requiring **bear-proof trash cans**. There is a very high wildlife population in this area - I have seen bears, coyotes and bobcats on NE High Street itself (there's a game trail which crosses the road from the quarry).

Another suggestion: make it a **Healthy Lifestyle Trail** and include **adult outdoor fitness equipment** spread out along the path. Add **distance markers** for runners doing sprint training. Maybe we could mirror the edible trail on Gilman and plant fruit trees?

Thank you for reading my letter,

Kelly Bleiweis
955 5th Place NE
Issaquah, WA
98029
425-885-0814

From: garima gujral <garimagujral@gmail.com>
Sent: Tuesday, March 20, 2018 1:50 PM
To: Lucy Sloman
Subject: Westridge North High St. Conversion to Pedestrian Path

Hi Lucy,

My name is Garima, and I am resident of West Highlands Park (WHP), Issaquah. I am writing to you today to express my concerns regarding conversion of North High Street to Pedestrian Path apropos of Westridge construction.

I will not be able to attend today's UVDC meeting in person, so I am sharing my thoughts with you over email.

1) Without an AWD vehicle when it snows, it will be pretty challenging to exit WHP if the flatter NE High St is gone. The new NE Ellis St hill is seemingly steeper and longer than the NE Discovery Dr hill.

2) There is a dedicated sidewalk and two dedicated bike lanes as-is. Replacing a functioning road and the only exit from our neighborhood where two cars can safely pass one another with a trail that provides less functionality than what's already there is absurd.

3) With the new houses and the school (coming on the hill), we are expecting traffic to increase. All of us at WHP, really need this road for easy/direct access to driving out on the North side, so that the increase in traffic does not cause delays in getting out of WHP.

I think that by turning the road into a "Walking/Biking Path" (which it already is) we give ALL advantages to the Polygon developers and the concerns of residents "West Highlands" get totally ignored.

Please feel free to reach out to me, if you have any questions regarding the above concerns.

Thanks a lot of taking time to read my email. Please let me know if I should forward my concerns to any one else UVDC.

Regards,

Garima Gujral